

# THE CORPORATION OF THE CITY OF BELLEVILLE

## BY-LAW NUMBER 2001-129

### A BY-LAW RESPECTING STREETS AND DRIVEWAY CONTROLS

WHEREAS Section 308 of the Municipal Act R.S.O. 1990, c. M45, as amended provides that a Municipality may permit any person under such conditions as may be agreed upon to place, construct, install, maintain and use objects in, on, under or over sidewalks and highways under its jurisdiction, to permit any person to make, maintain and use areas under and openings in the highways and sidewalks, for prescribing the terms and conditions upon which the same are to be placed, constructed, installed, maintained or used and for making such annual or other charge for the privilege conferred by the by-law as it considers reasonable;

NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE CITY OF BELLEVILLE ENACTS AS FOLLOWS:

1. In this By-Law unless otherwise expressly stated:
  - 1.1 The word "street" wherever used shall mean and include any public highway, road, street, lane, alley, square, place, thoroughfare, or way within the City of Belleville.
  - 1.2 The words "street line" shall mean and include the line dividing a property and the street.
  - 1.3 The words "property line" shall mean and include the line dividing two adjacent properties.
  - 1.4 The word "driveway" shall mean and include an area to be used by vehicles lying in and between the street line and the roadway, except that portion which is situated on the property side of the sidewalk, or walkway.
  - 1.5 The word "roadway" shall mean and include the part of the street available for traffic use, excluding sidewalk or walkway.
2.
  - 2.1 When access is intended to operate in one direction only, it shall be deemed to be defined as "entrance" or "exit" or alternatively as "ingress" or "egress".
  - 2.2 When any authority is conferred on the City Engineer, the same may be exercised by an employee of the Department of Public Works duly authorized so to do by the City Engineer.

3. The following considerations apply to any vehicular entrance or exit from or into a street or road whether an approach, driveway, curb cut or otherwise described access or egress.

3.1 Size of Driveways. Two Way.

3.1.1 Maximum width of driveway measured perpendicular to the center line of the driveway, 9.0 metres.

3.1.2 Maximum dimension along the street line, 9.0 metres.

3.1.3 Subject to Section 2 hereof, maximum width of curb cut measured at the roadway, including transition section, 11 metres.

3.1.4 Maximum width of curb opening at the roadway where curb returns are used shall be, 15 metres. For industrial and commercial uses, where it is not possible to construct curb returns, the maximum width permitted at the roadway shall be 15 metres.

3.1.5 In the case of abutting lateral property lines and abutting or common driveways, the maximum curb cut measured at the roadway shall not exceed a total of 12 metres, nor 6 metres on each side of the projected common lateral property line measured at the roadway edge.

3.1.6 One way - where a driveway is intended for use in one direction only (including each half of the divided driveway), the above dimensions shall be reduced by 3.0 metres.

3.2 Location of Driveways. Distance from the nearest point on the curb opening or curb cut.

3.2.1 To projected street line of intersecting street, minimum 8 metres.

3.2.2 To point of tangency of curb, minimum 1.5 metres.

3.2.3 To projected lateral property line not at an intersection measured at the roadway edge:

3.2.3.1 Subject to Section 1 hereof for single and two family dwellings, Nil

3.2.3.2 For all others, minimum 1.5 metres.

- 3.3 Angle at Roadway. Sides of a driveway may meet the roadway at an angle less than a right angle but not less than sixty degrees (60°).
- 3.4 Separation. Distance between the nearest point on adjacent curb openings or curb cuts.
  - 3.4.1 Measured along the road edge, minimum 8 metres.
  - 3.4.2 Measured at the street line, minimum 3 metres.
  - 3.4.3 Divided driveways, minimum 2 metres.
- 3.5 Number of Driveways. Each property shall be limited to the following number of driveways:
  - 3.5.1 Up to the first 30 metres of frontage, not more than two.
  - 3.5.2 For each additional 30 metres of frontage, not more than one.
  - 3.5.3 Where special circumstances warrant, three driveways may be permitted on a frontage of 53 metres subject to the approval of the City Engineer.
- 3.6 Pump Islands or Gasoline Dispensing Units. Distance from the face of pump island or gasoline dispensing units to the street line, minimum 4.6 metres.
- 3.7 Barriers. All parking areas adjacent to the street line shall be clearly delineated by Portland cement concrete curbing or by asphalt curbing painted white, to prevent vehicles from crossing the sidewalk or boulevard except where the driveway crosses it.
- 3.8 Depressed Sidewalks. Construction of depressed exits and entrances to private property through city sidewalks is prohibited except where there is a combined sidewalk and curb, and except with the written approval of the City Engineer, and in such case the sidewalk may be depressed on a slope from grade at a point 0.5 metres from the road side of the sidewalk to 38 millimetres above the gutter.
- 4. No person shall construct or alter a driveway unless and until a permit for such purpose is obtained from the City Engineer. Application for the construction of new driveway entrances or the alterations to existing driveway entrances shall contain a suitable plot plan showing all pertinent information including existing entrances.
  - 4.1 Where, in the opinion of the City Engineer, a culvert is necessary to the construction of the driveway, the applicant shall install a 7 metre long

culvert of a diameter, strength and design approved in writing by the City Engineer;

- 4.2 Where, in the opinion of the City Engineer, a culvert is not necessary to the construction of the driveway and the roadway is not curbed, the applicant shall shape the driveway so as not to interfere with the street drainage;
  - 4.3 Where alteration to an existing concrete curb or concrete curb and gutter is necessary to the construction of the driveway, the applicant shall remove the complete concrete section and replace same to the specification of the City Engineer. Existing driveway curb openings which cannot be used as part of the approved new driveway entrance must be removed and replaced with the full concrete section applicable by the applicant;
  - 4.4 Where buildings are structurally altered to an extent greater than 50% of the assessed value of the building, or are reconstructed, the driveways to same shall be made to conform to this By-Law.
5. Except as otherwise herein provided, no person shall break, excavate, displace, remove, take up or shift the soil of any street, or any sidewalk, curbing, pavement or road structure of any sort, in any street or public place in the City until a cut permit has been obtained from the City Engineer, and signs and barricades erected and alternate routes established as provided herein, and without limiting the foregoing, cut permits shall be required for the construction of all ditches, culverts, walks, pavements and curbs within the street allowance. Such permit will be granted when the applicant complies with the following:
- 5.1 Provides a sketch showing location and proposed area of trench to be excavated or area of land to be affected by the work.
  - 5.2 Pays to the City Treasurer the cost of the cut permit fee, and the estimated reinstatement costs, if applicable.
  - 5.3 Submits to the City Engineer a satisfactory performance bond in the amount of \$2,000.00 from a surety company, which shall guarantee that the applicant will observe all the requirements of this By-Law and shall indemnify and save harmless the Corporation against all loss, cost and damage; or a certified cheque in the amount of \$2,000.00. In addition to the foregoing the applicant shall also submit an insurance policy with amounts of \$2,000,000.00 for public liability for bodily injury and property damage. This subsection shall not apply to the construction of approaches, driveways, ditches, culverts, walks, pavements, and curbs.

The Belleville Utilities, Hydro One, Bell Canada and Union Gas, however, shall not be required to pay in advance the monies referred to in Subsection 5.2 and will not be required to provide the bonding requirements of Subsection 5.3.

6. The reinstatement cost to be paid by the applicant shall be calculated on the estimated area of each individual cut or lineal metre as the case may be at the rates established from time to time by the City Engineer for the various classes of work involved.

The cut area will be checked after backfilling and a refund or additional charge will be made to adjust the cost paid according to the measurement on completion.

The rates charged for reinstatement work shall be increased by 50 per cent for cuts backfilled during the period November 15<sup>th</sup> to April 15<sup>th</sup>.

The rates charged for reinstatement shall be doubled in cases of cuts opened prior to issuance of a Cut Permit, except for the Belleville Utilities, Hydro One, Union Gas, and Bell Canada emergencies.

7. Any person who breaks, excavates, displaces, removes, takes up or shifts the soil of any street, or any sidewalk, curbing, pavement or road structure of any sort, in any street allowance or public place in the City, shall do so under the direction of the City Engineer and shall observe the conditions set out by the City Engineer from time to time in a road cut memorandum.
8. An application for a road cut permit shall be made at least twenty-four (24) hours before it is intended to commence the affected work, on forms provided by the City with the information supplied as required thereon, together with such other relevant information as the City Engineer may require. PROVIDED, however, that the Belleville Utilities, Hydro One, Bell Canada, and Union Gas, may perform emergency road cuts, without permit, but shall apply for such permit not later than the next working day following such emergency cut.
9. Upon obtaining such permit and before commencing the work, the applicant shall provide, and during the course of the work shall maintain the following:
  - 9.1 Reasonable alternate routes or detours for through traffic, and a suitable by-road for all owners or occupants who cannot obtain access to their property by any other public road, together with direction signs;
  - 9.2 At either or both ends of the portion of the highway closed or partially closed, as the case may be, a substantial barricade or barricades upon which shall be exposed between sunset and dawn, such red, flashing amber or other lights as may be required herein. In addition, signs shall be posted indicating the alternate or deviation route.

10. All barricades, signs, lights, alternate routes or detours shall be according to the specifications of the City of Belleville or where there are no such specifications, according to designs and specifications approved by the City Engineer, and shall be constructed, installed, supplied and maintained by the applicant at his sole cost.
11. In the event that the work is not completed by the date provided for in the road cut permit, application shall be made for an extension of time, at least twenty-four (24) hours prior to the expiry date provided for in the permit.
12. If the barricades, signs, alternate routes or detours provided for herein are not constructed, supplied, installed and maintained, the City Engineer may temporarily provide the same at the cost and expense of the person or company responsible for the work, and the road cut permit, if any, shall be deemed to have been withdrawn and the work shall not be recommenced unless and until a road cut permit or a new permit is obtained and proper barricades, signs, lights, alternate routes or detours as the case may be, are provided in accordance with the provisions hereof, and the same are approved by the City Engineer.
13. Any person convicted of a breach of any of the provisions of this By-Law shall forfeit and pay at the discretion of the Court, a penalty, not exceeding (exclusive of costs) the sum of \$300.00 for each offense.

14. **EXCEPTIONS TO THE BY-LAW:**

Exceptions to the By-Law respecting Streets and Driveway Controls are found on Schedule "A" attached.

15. **ACCESS CONTROL AND ENTRANCE GUIDELINES FOR DESIGNATED STREETS**

Applicability

Section 15 shall apply to those streets listed in Schedule "B" of this By-Law.

Contents

The City of Belleville Access Control and Entrance Guidelines are comprised of the following three (3) parts:

- Part 1 - Objectives
- Part 2 - Functional Classification
- Part 3 - Guidelines

15.1 Part 1 – Objectives

The objectives of the City of Belleville is for the free flow of traffic and the

safe access to property abutting the City roads cognizant of the intended function of the subject road. This free flow of traffic is reduced where development adjacent to the road creates turning and stopping movements which interfere with the free flow of traffic. Roads carrying heavier volumes of traffic are more sensitive to adjacent development than roads carrying lower traffic volumes, and therefore, heavily travelled roads carrying a large percentage of through traffic should be protected from access. This does not mean that development is prohibited on such roads, but that it should be serviced through appropriate means, such as interior road systems (ie, plan of subdivision), or properly designed residential, commercial, industrial, institutional, or other private entrance ways subject to appropriate standards.

## 15.2 Part 2 - Functional Classification

For the purposes of the guideline, roads under the jurisdiction of the City of Belleville and within the Thurlow Ward area shall be classified into five (5) categories according to the predominant use or designed functions, namely arterial, major collector, minor collector, local and urban collector.

### 15.2.1 Arterial Roads

Arterial roads are designed to carry large volumes of traffic to and from major traffic generating sectors, and are projected to have Average Annual Daily Time Traffic (AADT) in excess of 5,000. Arterial roads shall be classified as those roads with existing or proposed two (2) or four (4) lanes with design right-of-way widths of 30 to 45 metres, or have AADT in excess of 5,000. For an arterial road to function properly, direct access to abutting properties should be prohibited.

### 15.2.2 Major Collector Roads

Major collector roads are designed to collect and distribute traffic to and from local roads and arterial roads at a moderately high rate of speed, and are projected to have AADT from 1,000 to 5,000. Major collector roads shall be classified as those roads with existing or proposed two (2) lanes or four (4) lanes with design right-of-way width of 26 to 30 metres or have AADT from 1,000 to 5,000. Major collector roads are designed to tolerate limited access to adjacent lands with any such access subject to appropriate standards.

### 15.2.3 Minor Collector Roads

Minor collector roads are existing and proposed roads of two

(2) traffic lanes with a design right-of-way width of 26 to 30 metres. Minor collector roads are designed to collect and distribute traffic at moderate to relatively high operating speeds to and from local roads and major collector roads and arterial roads. Minor collector roads are those roads which are projected to have an AADT of less than 1,000. Minor collector roads are designed to tolerate limited direct access to adjacent properties.

#### 15.2.4 Local Roads

Local roads are intended to provide both traffic service and land service (eg. access) and are designed to collect and distribute traffic to and from collector or arterial roads at a relatively low rate of speed. Local roads shall be classified as those roads with existing and proposed two (2) lanes with designed right-of-way width of 20 to 26 metres (or less for existing) and less than 1,000 AADT. Full access to abutting properties is generally permitted subject to appropriate standards.

#### 15.2.5 Urban Collector Roads

Urban collector roads are existing roads of two (2) traffic lanes with a design right-of-way of 20 to 30 metres. Urban collector roads provide both traffic service and land service and are designed to collect and distribute traffic at relatively low operating speeds to and from local roads and arterial roads and further provide for the interconnection of rural arterial and collector roads. Full access to abutting properties is generally permitted.

#### 15.2.6 Private Entrances

For the purpose of this Guideline, a private entrance shall mean a driveway providing ingress and/or egress to and/or from a City road by means other than a City road.

### 15.3 Part 3 – Guidelines

The following guidelines are to be followed when considering an application for consent for a land severance, plan of subdivision or request for a Private Entrance Permit onto City roads to create a new private entrance or to change the use or type or location of an existing private entrance (ie, field or bush to residential, residential to commercial, etc.)



**15.3.1 Arterial Roads**

**15.3.1.1 Public Roads**

New public roads may be permitted at appropriate locations, provided such will comply with the geometric design and safety requirements of the City of Belleville as may be amended from time to time.

**15.3.1.2 Private Entrances**

No new entrances except those approved prior to the adoption of these policies by Council of the City of Belleville will be permitted onto an arterial road, whether new or existing.

Exception to the above noted shall be for the former Provincial Highway 2 from Haig Road to Point Anne Road.

Access shall be permitted by Public Road Access; however, direct access for infilling and/or development may be permitted where all geometric design and safety requirements of the City of Belleville as may be revised from time to time are complied with.

**15.3.2 Major Collector Roads**

**15.3.2.1 Public Roads**

New public roads may be permitted at appropriate locations where all geometric design and safety requirements of the City of Belleville as may be revised from time to time are complied with.

**15.3.2.2 Private Entrances (be it commercial, industrial, institutional, residential, farm or wood lot, etc.)**

A limited number of new private entrances may be permitted to service development of lands adjacent to a major collector road if:

- 15.3.2.2.1 the minimum spacing between any proposed new entrances and/or existing entrances is 300 metres, or

- 15.3.2.2.2 the new entrance will provide for infilling development where the posted speed limit is 60 km/hr or less.

In addition to the above criteria, new entrances to service land shall comply with all geometric design and safety requirements of the City of Belleville as may be amended from time to time.

### 15.3.3 Minor Collector Roads

#### 15.3.3.1 Public Roads

New public road entrances will be permitted at appropriate locations where all geometric design and safety requirements of the City of Belleville as may be revised from time to time are complied with.

#### 15.3.3.2 Private Entrances

A limited number of new entrances to private property may be permitted to service development on lands adjacent to a minor collector road where the following criteria are complied with, namely:

- 15.3.3.2.1 the minimum spacing between entrances is 150 metres, or

- 15.3.3.2.2 the entrance will provide for the infilling of development in an area where the posted speed limit as of the date of adoption of this By-Law is 60 km/hour or less.

In addition to the foregoing criteria, new entrances to private property must comply with all geometric design and safety requirements of the City of Belleville as may be amended from time to time.

### 15.3.4 Local Roads

#### 15.3.4.1 Public Roads

New public roads may be permitted at appropriate locations, where all geometric design and safety requirements of the City of Belleville as may be amended from time to time are complied with.

**15.3.4.2 Private Entrances**

New private entrances may be permitted to service development on land adjacent to a local road, where the new entrance complies with all geometric design and safety requirements of the City of Belleville as amended from time to time, as well as the requirements of Sections 1, 2 & 3 of this By-Law.

**15.3.5 Urban Collector Roads**

New public road entrances and new entrances to private property will be permitted provided all geometric design and safety requirements of the City of Belleville as may be amended from time to time are complied with, as well as, the requirements of Sections 1, 2 & 3 of this By-Law.

**15.3.6 Vacant Lots of Record**

Vacant lots of record created prior to the adoption of this by-law will be permitted direct access onto Arterial Roads and Collector Roads for the purposes of assessing one single family dwelling provided that all geometric design and safety requirements of the City of Belleville are complied with.

**15.3.7 Provincial Highways**

Notwithstanding the provision of this By-Law, all proposed new roads and all entrances onto Highways under the jurisdiction of the Ministry of Transportation or within the adjacent designated control area shall receive Ministry approval, as well as the City of Belleville.

**15.4 Geometric Design & Safety Requirements**

**15.4.1 Design**

Geometric design for new public roads shall be as per the Manual of Geometric Design Standards for Canadian Roads published by the Transportation Association of Canada (TAC) as revised from time to time.

**15.4.1.1 Commercial, industrial and institutional private entrances shall be as required by the current issue of Ministry of Transportation commercial site access policy and standards.**

15.4.1.2 Residential, woodlot or field private entrances shall be as per requirements of Ontario Provincial Standard Drawings (OPSD) 301.010, .020 and .03 as applicable, and as revised from time to time.

15.4.2 Safety

An application for a private entrance shall meet or exceed the following criteria existing at the date of application:

15.4.2.1 minimum stopping sight distance as required by the Manual of Geometric Design Standards for Canadian Roads published by the Transportation Association of Canada (TAC), as revised from time to time; and

15.4.2.2 have visibility equal to the minimum stopping sight distance requirement of Subsection 15.4.2.1, plus 10 kilometres per hour.

15.5 Stopping Sight Distance

15.5.1 Stopping sight distance for Subsection 15.4 shall be defined as the distance between a vehicle and an object on the roadway that requires the vehicle to come to a stop. When the stopping sight distance is equal to the minimum distance required to bring the vehicle to a stop from a given speed, taking into consideration the time required for a driver to recognize the hazard, initiate the breaking action, and for the vehicle to come to a stop, such a stopping sight distance is known as the Minimum Stopping Sight Distance.

15.5.1.1 Stopping sight distance shall be measured from a height of the driver's eye of 1.05 metres to an object height representative of a vehicle's tail lights, of 0.38 metres (in both cases measured from the road surface).

15.5.1.2 Stopping sight distance must be determined within the public road right-of-way (ie, not over private property).

15.6 Visibility

15.6.1 The measurement of visibility for Subsection 15.4 is subject to the following criteria:

- 15.6.1.1 height of eye of driver of vehicle entering the public road is defined as 1.05 metres above the ground;
- 15.6.1.2 height of object is defined as 1.30 metres above the public road and represents the roof of a vehicle;
- 15.6.1.3 height of eye is to be measured from a point 3.0 metres from the outside edge of outer traffic lane (this represents the point of location of the driver's eye when awaiting an opportunity to enter the public road); and
- 15.6.1.4 visibility is to be measured from the point represented in Subsection 15.6.1.3 above to the centre of the traffic lane affected by the entering vehicle which gives the least length. On public roads having two-way traffic lanes, visibility must be measured from both approaches. For a divided public road, visibility need only be measured for one direction, as vehicles only encounter other vehicles moving the same direction.

15.6.2 Visibility for Subsection 15.4 is to be determined from a point 3.0 metres from the outside edge of the outer traffic lane, and must be determined within the public road right-of-way (ie. not over private property).

#### 15.7 New Private Entrance Permits

No new private entrances or change in type or use or location of existing private entrances shall be permitted, unless a Road Cut Permit and a Private Entrance Permit have been issued by the City for the proposed new private entrance or the new type or use or location of the private entrance. No Private Entrance Permit shall be issued unless the proposal conforms to the City of Belleville Access Control and Entrance Guidelines. A Private Entrance Permit shall not be issued for a change in type or use or location of an existing private entrance, unless the proposal conforms to the requirements of the City of Belleville Access Control and Entrance Guidelines for a Private Entrance. The Private Entrance Permit fee shall accompany all access permit applications or an application for a change in the type or use or location of an existing private entrance. If permit approval for the entrance is received, the applicant shall be required to take out a Road Cut Permit before initiating any work authorized by the Entrance Permit within the Public Road Allowance. If a culvert is required, the applicant shall be responsible for the cost of installation by the City. The approval authority for Road Cut Permits and Private Entrance Permits shall be the City Engineer or his designate.

**15.7.1 Entrance Designations**

**15.7.1.1 Residential Entrances**

Entrances to land designated in the zoning by-law(s) of the City as approved for residential development. Residential entrances shall have a minimum top platform width of five (5) metres.

**15.7.1.2 Commercial Entrances**

Entrances to land designated in the zoning by-law(s) of the City as approved for commercial development. Commercial entrances shall have a minimum top platform width of nine (9) metres and be paved.

**15.7.1.3 Alternative Access**

Where access is available off two or more roads, access will be taken from the road possessing the lowest classification.

**15.7.1.4 Visibility Triangles**

Entrances onto visibility triangles are not permitted.

**15.7.1.5 Interchange/Channelizations**

Direct access is not permitted onto any ramp or speed change lane associated with interchanges and channelized intersections except for commuter parking lots.

**15.7.1.6 Commuter Parking Lots**

Direct access will not be permitted.

**15.7.1.7 Truck Climbing/Passing Lanes**

Access onto truck climbing lanes/passing lanes is not permitted.

**15.7.1.8 Drainage**

When the construction of an entrance affects the City drainage system, the cost of the remedial work is the owner's responsibility.

15.7.1.9 Guiderails

15.7.1.9.1 Entrances which require crossing through existing guiderails are generally not permitted.

15.7.1.9.2 Such entrances should only be considered for existing lots if no other alternative is available and if the entrance will not endanger the travelling public. The owner is responsible for all costs related to the entrance and the modifications to the guiderail.

Note that the structural ability and proper functioning of guiderails depend upon pre-engineered parameters which require a certain length to effect the desired performance. Therefore, the minimum length required by the Ontario Provincial Standards Manual must be maintained at all times.

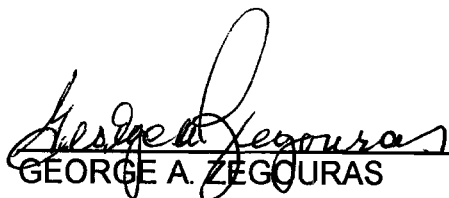
16. THAT By-Law Number 10699 and all other By-Laws or parts thereof inconsistent herewith be and the same are hereby rescinded.

THIS BY-LAW SHALL COME INTO FORCE AND TAKE EFFECT IMMEDIATELY ON AND AFTER THE PASSING THEREOF

Read a first time this 13<sup>th</sup> day of August, 2001

Read a second time this 13<sup>th</sup> day of August, 2001

Read a third time and finally passed 13<sup>th</sup> day of August, 2001

  
GEORGE A. ZEGOURAS MAYOR

  
JARY PLAMONDON CITY CLERK

## **SCHEDULE "A"**

### **TO BY-LAW NUMBER 2001-129**

#### **EXEMPTIONS TO SECTION 3**

1. Notwithstanding the provisions of Subsection 3.5.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the parcel of land described below shall be permitted to have and maintain not more than two (2) driveways on the said parcel of land.

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville, County of Hastings, and Province of Ontario, being composed of the easterly 15.25 metres of Part of Lot "C" on the south side of Dundas Street East in the City of Belleville, having a frontage on said Dundas Street of 15.25 metres by a depth of 35.075 metres, more or less to the fence as laid down on the registered map of the City of Belleville made by Evans and Bolders and duly registered as Number 296, and including that certain parcel of lands being conveyed by William Wesley Gray to the Corporation of the City of Belleville designated as Part 19 on Reference Plan 21R-636.

2. Notwithstanding the provisions of Subsections 3.2.1, 3.2.2, 3.4.1, 3.5.1 and 3.5.2 of By-Law Number 2001-129, and provided that the use of the lands described below is and continues to be as a site of a townhouse development, the provisions of said Subsections 3.2.1, 3.2.2, 3.4.1, 3.5.1 and 3.5.2 of By-Law Number 2001-129 shall not apply to the property described below.

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville, County of Hastings, and Province of Ontario, being composed of Block J, Registered Plan Number 1880, located at the South East corner of Bridge Street West and Dunnett Boulevard.

3. 1. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the northerly extremity of the entrance to the property described below from Pinnacle Street to the projected southerly street line of the intersecting street, which is Dundas Street East, shall be a minimum of 3.0 metres.



ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville, County of Hastings, and Province of Ontario, being composed of part of the west half of Lot No. Fifteen (15) on the East side of Pinnacle Street according to Government Plan duly registered and more particularly described as follows:

PREMISING that the northerly limit of said Lot 15 to have a bearing of North 72 degrees 15 minutes East (N72° 15' E) and relating all bearings herein thereto.

COMMENCING at the northwest angle of Lot 15;

THENCE North 72 degrees 15 minutes East (N72° 15' E) along the North Limit of said Lot, being also the southerly limit of Dundas Street East, a distance of 26.764 metres to an iron bar;

THENCE South 18 degrees 45 minutes East and parallel with the westerly limit of said Lot a distance of 38.952 metres to an iron bar planted in the southerly limit of said lot;

THENCE South 72 degrees 15 minutes West (S72° 15' W) along last mentioned limit a distance of 13.039 metres to an iron bar planted in the northeasterly limit of the lands of the Canadian Northern Railway;

THENCE North 45 degrees 6 minutes West (N45° 06' W) along last mentioned limit a distance of 30.909 metres to an iron bar planted in the westerly limit of said Lot 15, being also the easterly limit of Pinnacle Street;

THENCE North 18 degrees 45 minutes West (N18° 45' W) along the last mentioned limit a distance of 11.502 metres to the place of commencement.

3. 2. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the westerly extremity of the entrance to the property described below from Dundas Street East to the projected easterly street line of the intersecting street, which is Pinnacle Street, shall be a minimum of 3.7 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville, County of Hastings, and Province of Ontario, being composed of part of the

west half of Lot No. Fifteen (15) on the East side of Pinnacle Street according to Government Plan duly registered and more particularly described as follows:

PREMISING that the northerly limit of said Lot 15 to have a bearing of North 72 degrees 15 minutes East (N72° 15' E) and relating all bearings herein thereto.

COMMENCING at the northwest angle of Lot 15;

THENCE North 72 degrees 15 minutes East (N72° 15' E) along the North Limit of said Lot, being also the southerly limit of Dundas Street East, a distance of 26.764 metres to an iron bar;

THENCE South 18 degrees 45 minutes East and parallel with the westerly limit of said Lot a distance of 38.952 metres to an iron bar planted in the southerly limit of said lot;

THENCE South 72 degrees 15 minutes West (S72° 15' W) along last mentioned limit a distance of 13.039 metres to an iron bar planted in the northeasterly limit of the lands of the Canadian Northern Railway;

THENCE North 45 degrees 6 minutes West (N45° 06' W) along last mentioned limit a distance of 30.909 metres to an iron bar planted in the westerly limit of said Lot 15, being also the easterly limit of Pinnacle Street;

THENCE North 18 degrees 45 minutes West (N18° 45' W) along the last mentioned limit a distance of 11.502 metres to the place of commencement.

4. Notwithstanding the provisions of By-Law Number 2001-129, the provisions of Subsections 3.1.3 and 3.2.3 set out herein shall not apply to the parcel of land described below, provided that the use of the said parcel of land existing at the time of the passage of this By-Law remains the same.

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville, County of Hastings, and Province of Ontario, being composed of part of the East half of Lot No. 15, on the East side of Pinnacle Street, and part of the West half of Lot No. 15, on the West side of Church Street, according to Government Plan duly registered and more particularly described as follows:

PREMISING that the northerly limit of said Lot 15, on the East side of Pinnacle Street, to have a bearing of North 72 degrees 17 minutes East (N72° 17' E) and relating all bearings herein thereto.

COMMENCING at a point in the north limit of the said Lot 15, on the East side of Pinnacle Street, 26.678 metres East of the North West angle of the said Lot 15;

THENCE North 72 degrees 17 minutes East (N72° 17' E) along the north limit of said Lot 15, being also the southerly limit of Dundas Street East, a distance of 26.678 metres to an iron bar;

THENCE South 18 degrees 47 minutes 30 seconds East (S18° 47' 30" E), and parallel with the West limit of the said Lot 15, a distance of 38.784 metres to an iron bar planted in the southerly limit of the said lot;

THENCE South 72 degrees 07 minutes 10 seconds West (S72° 07' 10" W) a distance of 26.678 metres to an iron bar;

THENCE North 18 degrees 47 minutes 30 seconds West (N18° 47' 30" W) a distance of 38.869 metres to the place of commencement.

**5. 250 Victoria Avenue**

5. 1. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the projected westerly street line of Macdonald Avenue to the easterly limit of the driveway entrance serving the property described below from Victoria Avenue shall be a minimum of 2.0 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville, County of Hastings, and Province of Ontario, being composed of Part of Lot No. 9, north of Victoria Avenue according to Registered Plan Number 211 and being more particularly described as follows:

COMMENCING at the southeast angle of said Lot 9;

THENCE Westerly along the southerly boundary of said Lot 9 a distance of 18.428 metres to a point;

THENCE Northerly parallel to the easterly boundary of said Lot 9 a distance of 34.922 metres to a point;

THENCE Easterly parallel to the southerly boundary of said Lot 9 a distance of 18.428 metres to a point on the easterly boundary of said Lot 9;

THENCE Southerly along the easterly boundary of said Lot 9 a distance of 34.922 metres to the point of commencement.

The above parcel is known as Municipal Number 250 on Victoria Avenue.

5. 2. Notwithstanding the provisions of Subsection 3.2.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the curb opening to point of tangency of curb with respect to the said property described below may be nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville, County of Hastings, and Province of Ontario, being composed of Part of Lot No. 9, north of Victoria Avenue according to Registered Plan Number 211 and being more particularly described as follows:

COMMENCING at the southeast angle of said Lot 9;

THENCE Westerly along the southerly boundary of said Lot 9 a distance of 18.428 metres to a point;

THENCE Northerly parallel to the easterly boundary of said Lot 9 a distance of 34.922 metres to a point;

THENCE Easterly parallel to the southerly boundary of said Lot 9 a distance of 18.428 metres to a point on the easterly boundary of said Lot 9;

THENCE Southerly along the easterly boundary of said Lot 9 a distance of 34.922 metres to the point of commencement.

**6. 194 Victoria Avenue**

6. 1. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the projected northerly street line of Victoria Avenue to the driveway entrance from Lingham Street to the property described below shall be a minimum of three (3) metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Part of Lot 18W, west of Bleecker Avenue north of Victoria Avenue according to Registered Plan Number 166 and known as Municipal Number 194 on Victoria Avenue.

6. 2. Notwithstanding the provisions of Subsection 3.2.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the curb opening to point of tangency of curb with respect to the property described below may be nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Part of Lot 18W, west of Bleecker Avenue north of Victoria Avenue according to Registered Plan Number 166 and known as Municipal Number 194 on Victoria Avenue.

**7. 549 Sidney Street**

7. 1. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the projected easterly street line of Sidney Street to the west limit of the driveway entrance from Parkdale Drive serving the property described below shall be a minimum of four (4) metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Part of Lot 4, east of Sidney Street according to Registered Plan 797 being more particularly described as follows:

COMMENCING at a point on the northerly limit of said Lot 4 measured 3.05 metres easterly there along from the northwest angle of said Lot 4;

THENCE easterly along said northerly limit of Lot 4 a distance of 33.55 metres to a point;

THENCE southerly parallel to the easterly limit of said Lot 4 a distance of 22.875 metres to a point;

THENCE westerly parallel to the northerly limit of said Lot 4 a distance of 33.55 metres to a point;

THENCE northerly parallel to the easterly limit of said Lot 4 a distance of 22.875 metres to the point of commencement.

7. 2. Notwithstanding the provisions of Subsection 3.2.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance to point of tangency or curb with respect to the property described below shall be a minimum of 0.6 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Part of Lot 4, east of Sidney Street according to Registered Plan 797 being more particularly described as follows:

COMMENCING at a point on the northerly limit of said Lot 4 measured 3.05 metres easterly there along from the northwest angle of said Lot 4;

THENCE easterly along said northerly limit of Lot 4 a distance of 33.55 metres to a point;

THENCE southerly parallel to the easterly limit of said Lot 4 a distance of 22.875 metres to a point;

THENCE westerly parallel to the northerly limit of said Lot 4 a distance of 33.55 metres to a point;

THENCE northerly parallel to the easterly limit of said Lot 4 a distance of 22.875 metres to the point of commencement.

8. 1. Notwithstanding the provisions of Subsection 3.1.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of driveway measured perpendicular to the center line of the driveway shall be 10.0 metres with respect to the property described below.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Part of Lots 8 and 9 west of North Park Street according to Government Plan being more particularly described as Parts 1, 2 and 3 on a Reference Plan Deposited in the Registry Division of Hastings (No. 21) as 21R-3014.

8. 2. Notwithstanding the provisions of Subsection 3.1.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum dimension along the street line shall be 10.0 metres with respect to the property described below.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Part of Lots 8 and 9 west of North Park Street according to Government Plan being more particularly described as Parts 1, 2 and 3 on a Reference Plan Deposited in the Registry Division of Hastings (No. 21) as 21R-3014.

8. 3. Notwithstanding the provisions of Subsection 3.1.4 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of passage of this By-Law remains the same, the maximum width of curb opening at the roadway where curb returns are used shall be 24 metres with respect to the property described below.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Part of Lots 8 and 9 west of North Park Street according to Government Plan being more particularly described as Parts 1, 2 and 3 on a Reference Plan Deposited in the Registry Division of Hastings (No. 21) as 21R-3014.

9. 1. Notwithstanding the provisions of Subsection 3.1.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum dimension along the street line shall be 27.4 metres with respect to the driveway serving the said property described below.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of all of Lot 24 West of Church Street according to Registered "Government Plan" and the most southerly 9.937 metres of the most westerly 23.028 metres of Lot 25 West of Church Street according to said "Government Plan."

9. 2. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the projected northerly street line of Bridge Street East to the southerly limit of the driveway entrance serving the property described below from Church Street may be a minimum of three (3) metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of all of Lot 24 West of Church Street according to Registered "Government Plan" and the most southerly 9.937 metres of the most westerly 23.028 metres of Lot 25 West of Church Street according to said "Government Plan."

9. 3. Notwithstanding the provisions of Subsection 3.4.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance between the curb openings may be nil with respect to the said property described below.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of all of Lot 24 West of Church Street according to Registered "Government Plan" and the most southerly 9.937 metres of the most westerly 23.028 metres of Lot 25 West of Church Street according to said "Government Plan."



10. 1. Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the minimum distance between the most northerly driveway entrance from Church Street and the entrance southerly therefrom shall be 5.5 metres with respect to the property described below.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Lots 3 and 4 and Lot 2 save and excepting the most southerly 4.27 metres of even width throughout of said Lot 2; also being composed of the 3.66 metre lane lying west of Church Street according to Registered Plan No. 235.

10. 2. Notwithstanding the provisions of Subsection 3.5.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, that three (3) driveways shall be permitted to serve the property described below, from Church Street.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Lots 3 and 4 and Lot 2 save and excepting the most southerly 4.27 metres of even width throughout of said Lot 2; also being composed of the 3.66 metre lane lying west of Church Street according to Registered Plan No. 235.

11. Notwithstanding the provisions of Subsection 3.1.4 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of curb opening at the roadway where curb returns are used to serve the most northerly driveway entrance from Singleton Drive shall be 17.1 metres with respect to the property described below.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of that Part of Lot 19 according to a plan registered in the Land Registry Office for the registry division of Hastings as Plan 217 designated as Part 1 on a plan filed in the Office of Land Titles (21) at Belleville as Plan 21R-3152 and being the lands laid out by Hastings Condominium Plan No. 6, registered in the Land Registry Office (21) of the Land Registry Division at Belleville.

12. Notwithstanding the provisions of Subsections 3.1.1 and 3.1.3 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of curb opening measured at the roadway to serve the most easterly driveway entrance from Bridge Street West shall be 15 metres with respect to the property described below.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Part of Lots 1, 2, 3, 4, 5, 6, 15, 16, 17, 18, 25, 26, 27 and 28 lying West of Wellington Street and South of Bridge Street according to Registered Plan No. Q358, and being designated as Part 1 according to Plan 21R-3648.

13. Notwithstanding the provisions of Subsections 3.1.1, 3.1.2 and 3.1.3 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, of the three (3) driveways permitted under Subsection 3.5.3, to serve the property described below from Bridge Street West, one driveway may have a maximum width of 14 metres and one driveway may have a maximum width of 12 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, County of Hastings and Province of Ontario, being composed of Part of Lots 1 and 2 according to Registered Plan No. 27 and Part of Lot 21A, South of Bridge Street and West of Highland Avenue, according to H. Carre's Plan and being designated as Part 1 according to Plan 21R-1074; Also part of said Lot 21A as described is a deed registered as Instrument No. 203799.

**14. 107 McFarland Drive**

Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the easterly extremity of the entrance to the property described below, from McFarland Drive to the projected westerly street line of the intersecting street, which is University Avenue shall be a minimum of 2.75 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville in the County of Hastings

being composed of Lot 24 west of University Avenue according to Registered Plan No. 168.

**15. 108 McFarland Drive**

15. 1. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the easterly extremity of the entrance to the property described below, from McFarland Drive to the projected westerly street line of the intersecting street which is University Avenue shall be a minimum of 3.65 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville in the County of Hastings being composed of Part of Lots 25 and 26 west of University Avenue according to registered Plan No. 168 and designated as Part 4 and Part 5 on Plan 21R-3902.

The above parcel is known as Municipal Number 108 McFarland Drive.

15. 2. Notwithstanding the provisions of Subsection 3.2.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the curb opening to the point of tangency of the curb with respect to the entrance to the property described below, from McFarland Drive shall be a minimum of 0.3 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville in the County of Hastings being composed of Part of Lots 25 and 26 west of University Avenue according to registered Plan No. 168 and designated as Part 4 and Part 5 on Plan 21R-3902.

**16. 167 University Avenue**

Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the northerly extremity of the entrance to the property described below, from University Avenue to the projected southerly street line of the intersecting street, which is Tice Crescent, shall be a minimum of 3.5 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Belleville in the County of Hastings being composed of Part of Lot 40 east of University Avenue according to Registered Plan No. 168 and designated as Part 2 on Plan 21R-3901.

17. Notwithstanding the provisions of Subsection 3.2.1 of By-law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the westerly extremity of the entrance to the property described below, from Cascade Boulevard to the projected easterly street line of the intersecting street, which is Alnet Drive, shall be a minimum of 3.7 metres.

ALL of Lot 13 according to Plan M-57 in the City of Belleville, in the County of Hastings.

18. 1. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the northerly extremity of the entrance to the property described below, from Alnet Drive to the projected southerly boundary of the intersecting street, which is Stavebank Road, shall be a minimum of 3.5 metres.

ALL of Lot 17 according to Plan M-56 in the City of Belleville, in the County of Hastings.

18. 2. Notwithstanding the provisions of Subsection 3.2.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the curb opening to the point of tangency with respect to the entrance of the property described below, from Alnet Drive shall be a minimum of 0.9 metres from the tangent point.

ALL of Lot 17 according to Plan M-56 in the City of Belleville, in the County of Hastings.

19. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the southerly extremity of the entrance to the property described below, from Alnet Drive to the projected northerly street line of the intersecting street, which is Stavebank Road, shall be a minimum of 4.6 metres.

ALL of Lot 18 according to Plan M-56 in the City of Belleville, in the County of Hastings.

20. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the easterly extremity of the entrance to the property described below, from Beverley Crescent to the projected westerly street line of the intersecting street, which is Alnet Drive, shall be a minimum of 3.7 metres.

ALL of Lot 26 according to Plan M-56 in the City of Belleville, in the County of Hastings.

21. 1. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the easterly extremity of the entrance to the property described below, from Beverley Crescent to the projected westerly street line of the intersecting street, which is Alnet Drive, shall be a minimum of three (3) metres.

ALL of Lot 17 according to Plan M-56 in the City of Belleville, in the County of Hastings.

21. 2. Notwithstanding the provisions of Subsection 3.2.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the curb opening to the point of tangency with respect to the entrance of the property described below, from Beverley Crescent, shall be a minimum of 1.1 metres.

ALL of Lot 17 according to Plan M-56 in the City of Belleville, in the County of Hastings.

**22. 332 North Front Street**

Notwithstanding the provisions of Subsection 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the southerly extremity of the entrance of the property described below, from North Front Street, to the projected southerly lateral property line of the said property described below shall be a minimum of nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 13 according to Registrar's Compiled Plan No. 1679 and designated as Part 1 according to Plan 21R-4370.

- 23.** Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the northerly extremity of the entrance of the property described below from Front Street, to the projected southerly street line of Bridge Street West shall be a minimum of two (2) metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 32 west of Front Street according to J.J. Haslett's Plan, being the most northerly 40.35 feet thereof, more or less.

- 24. 1.** Notwithstanding the provisions of Subsection 3.1.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of driveway for the property described below from Front Street shall be 10.5 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of that Part of Lot 37 west of Front Street according to J.J. Haslett's Plan, lying northerly of the premises known as 220 Front Street and southerly of the premises known as 224 Front Street in the City of Belleville.

- 24. 2.** Notwithstanding the provisions of Subsection 3.1.3 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of curb cut measured at the roadway

including transition section with respect to the entrance of the property described below from Front Street shall be 12.5 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of that Part of Lot 37 west of Front Street according to J.J. Haslett's Plan, lying northerly of the premises known as 220 Front Street and southerly of the premises known as 224 Front Street in the City of Belleville.

25. 1. Notwithstanding the provisions of Subsection 3.1.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of driveway for the property described below from Centre Street shall be 18.3 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 3 west of Centre Street according to Registered Plan No. 3 designated as Parts 1, 4 and 5 according to Plan 21R-3499.

25. 2. Notwithstanding the provisions of Subsection 3.1.3 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of curb cut measured at the roadway including transition section with respect to the entrance of the property described below from Centre Street shall be 18.3 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 3 west of Centre Street according to Registered Plan No. 3 designated as Parts 1, 4 and 5 according to Plan 21R-3499.

**26. 220 Station Street**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2 and 3.1.4 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width permitted for each of the two driveways serving the property described below from Station Street, shall be 12 metres and the maximum curb opening shall be 22 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 7 in the first concession (formerly of the Township of Thurlow, now in the City of Belleville) and known as Municipal No. 220 Station St., Belleville.

**27. 237 Station Street**

Notwithstanding the provisions of Subsection 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the nearest point of the curb opening or curb cut with respect to the driveway to serve the property known as Docter's Hotel, described below, from Station Street to the projected lateral property line, shall be nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Lot 8, Lot 9, and Part of Lot 7, south of Station Street according to Registered Plan No. 166 and known as Municipal No. 237 Station St., Belleville.

**28. 233 Station Street**

Notwithstanding the provisions of Subsection 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the nearest point of the curb opening or curb cut with respect to the driveway to serve the property known as Municipal No. 233 Station Street, which is occupied by a variety store, and which is described below, from Station Street to the projected lateral property line, shall be nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 6 and 7 south of Station Street according to Registered Plan No. 166 and known as Municipal No. 233 Station St., Belleville.

**29. 11 Moira Street West**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2 and 3.1.3 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions are hereby authorized and approved with respect to



the most easterly driveway serving the property described below, from Moira Street West.

- The maximum width of the driveway shall be 22 metres.
- The maximum dimension along the street line shall be 22 metres.
- The maximum width of curb cut measured at the roadway including transition section shall be 23 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of part of 1 and Part of Lot R on the south side of Moira Street West according to J.J. Haslett's Plan and known municipally as 11 Moira Street West.

### **30. 4 Moira Street West**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2 and 3.1.3 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions are hereby authorized and approved with respect to the driveway serving the property described below, from Moira Street West.

- The maximum width of the driveway shall be 17 metres.
- The maximum dimension along the street line shall be 17 metres.
- The maximum width of curb cut measured at the roadway including transition section shall be 18 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Lots 1, 2, and Part of Lot 7 north of Moira Street West according to Registered Plan No. 190 and known municipally as 4 Moira Street West.

### **31. 201-205 Coleman Street**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2, 3.1.3 and 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions are hereby authorized and approved with respect

to the driveway serving the property described below, from Coleman Street.

- The maximum width of the driveway shall be 34 metres.
- The maximum dimension along the street line shall be 34 metres.
- The maximum width of curb cut measured at the roadway including transition section shall be 35 metres.
- The maximum distance from the projected street line of the intersecting street, which is Bridge Street West, shall be a minimum of 4.5 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Lot 3 and Part of Lot 4 east of Coleman Street according to J.J. Haslett's Plan and known municipally as 201-205 Coleman Street.

### **32. 257-275 Coleman Street**

Notwithstanding the provisions of Subsection 3.5.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, a maximum of five driveways serving the property described below, from Coleman Street, shall be permitted.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Lot 10 and Part of Lots 9 and 11 east of Coleman Street according to J.J. Haslett's Plan and known municipally as 257-275 Coleman Street.

### **33. 285 Coleman Street**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2 and 3.1.3 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions are hereby authorized and approved with respect to the driveway serving the property described below, from Coleman Street.

- The maximum width of the driveway shall be 71 metres.
- The maximum dimension along the street line shall be 71 metres.

- The maximum width of curb cut measured at the roadway including transition section shall be 71.9 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 11 east of Coleman Street according to J.J. Haslett's Plan and known municipally as 285 Coleman Street.

#### **34. 36 Moira Street West**

Notwithstanding the provisions of Subsections 3.2.2 and 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions are hereby authorized and approved with respect to the driveways serving the property described below, from Moira Street West.

- The distance from the curb opening to the point of tangency with respect to the westerly driveway may be reduced to nil.
- The distance from the easterly extremity to the projected easterly lateral property line of the said property shall be a minimum of nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 13 east of Coleman Street and north of Moira Street West according to J.J. Haslett's Plan and known municipally as 36 Moira Street West.

#### **35. 18 Moira Street West**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2, 3.1.3 and 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions are hereby authorized and approved with respect to the driveway serving the property described below, from Moira Street West.

- The maximum width of the driveway shall be 11.8 metres.
- The maximum dimension along the street line shall be 11.8 metres.
- The maximum width of curb cut measured at the roadway including transition section shall be 12.8 metres.

- The distances from the westerly and easterly extremities to the respective projected lateral property lines of the said property shall be a minimum of 0. metres each.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 14 east of Coleman Street and north of Moira Street West according to J.J. Haslett's Plan and known municipally as 18 Moira Street West.

### **36. 30 Moira Street West**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2, 3.1.3, 3.4.1 and 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions are hereby authorized and approved with respect to the driveways serving the property described below, from Moira Street West.

- The maximum width of the most westerly driveway shall be 11 metres.
- The maximum dimension along the street line with respect to the most westerly driveway shall be 11 metres.
- The maximum width of curb cut measured at the roadway including transition section with respect to the most westerly driveway shall be 12 metres.
- The minimum distance between the two most westerly driveways shall be 5.6 metres.
- The distance from the easterly extremity of the most easterly driveway to the projected easterly lateral property lines of the said property shall be a minimum of nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 13 east of Coleman Street and north of Moira Street West according to J.J. Haslett's Plan and known municipally as 30 Moira Street West.

**37. 16 Moira Street West**

Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the easterly extremity of the driveway of the property described below, from Moira Street East, to the projected easterly lateral property line of the said property shall be a minimum of nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Lot 4 according to Registered Plan No. 155 and known municipally as 16 Moira Street West.

**38. 138 Front Street**

Notwithstanding the provisions of Subsection 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the northerly extremity of the northerly driveway of the property described below, from Front Street, to the projected northerly lateral property line of the said property shall be a minimum of nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Lot 24 and Part of Lot 25 west of Front Street south of Bridge Street according to Carre's Plan and known municipally as 138 Front Street.

**39.** Notwithstanding the provisions of Subsection 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same,

- The distance from the southerly extremity of the southerly driveway of the property described below, from Front Street to the projected southerly lateral property line of the said property, shall be a minimum of nil.
- The distance from the northerly extremity of the northerly driveway of the property described below, from Front Street to the projected northerly lateral property line of the said property, shall be a minimum of nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of all of Lots 20, 21 and 22 and the southerly 22 feet of even width of Lot 23, west of Front Street south of Bridge Street according to Carre's Plan.

**40. 11 Victoria Avenue**

Notwithstanding the provisions of Subsection 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the nearest point of the curb opening or curb cut, with respect to the driveway to serve the property known as Municipal No. 11 Victoria Avenue (Rollins Construction Limited office) and which is described below, from Victoria Avenue to the projected lateral property line, shall be nil.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 31, according to Registered Government Plan having 50.20 feet of frontage on the south side of Victoria Avenue and a depth of 60 feet and known municipally as 11 Victoria Avenue.

**41. 200 Front Street**

Notwithstanding the provisions of Subsections 3.2.1 and 3.1.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the easterly extremity of the most easterly driveway of the property described below, (Municipal No. 200 Front Street – Donut King) from Bridge Street East to the projected street line of intersecting street (Front Street) be 6 metres, and the maximum dimension along the street line of said driveway be 11 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 34 west of Front Street, according to J.J. Haslett's Plan having 40.16 feet of frontage on the west side of Front Street and a depth of 160 feet, and known municipally as 200 Front Street.

**42. 41 Elvins Street**

Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the easterly extremity of the driveway of the property described below, from Elvins Street to the projected street line of the intersecting street (East Moira Street), be 4.57 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings and Province of Ontario, being composed of Lot 12, Registered Plan No. 815.

**43. 30 Dundas Street East**

Notwithstanding the provisions of Subsection 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the nearest point of the curb opening or curb cut, with respect to the driveway to serve the property known as Municipal No. 30 Dundas Street East (Mr. Submarine) and which is described below, from Dundas Street East to the projected lateral property line, shall be 0.6096 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of all of Lot 4 on the north side of Dundas Street according to Registered Plan No. 16.

**44.** Notwithstanding the provisions of Sections 3.1.1 and 3.2.3 2of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same and subject to the terms of a related Agreement entered into between The Corporation of the City of Belleville and College Hill United Church, dated April 15, 1985, (By-Law Number 11688 refers) the following exceptions are hereby authorized and approved with respect to the depressed curb area (driveway) abutting the property on North Park Street.

- The maximum width of the driveway measured perpendicular to the centre line of the driveway be 41.5 metres as opposed to 9.0 metres.
- The distance from the nearest point on the curb opening or curb cut to projected lateral property line not at an intersection measured at the

roadway edge be a minimum 0 (zero) metres as opposed to 1.5 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Part Lot 1 west of North Park Street according to Government Plan, having approximately 143 feet of frontage on North Park Street and an average depth of 95 feet.

- 45.** Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception is hereby authorized and approved with respect to the driveways serving the property (townhouse development – 20 units) described below, from Progress Avenue:

- The minimum distance between all driveways shall be 5 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of all of Lots 14, 15 and 16, according to Registered Plan No. 1548.

**46. 65 Dundas Street East**

Notwithstanding the provisions of Subsection 3.1.5 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception is hereby authorized and approved with respect to the driveway serving the property, i.e. Municipal No. 65 Dundas Street East described below, from Dundas Street East:

- The maximum curb cut measured at the roadway, on the Municipal No. 65 Dundas Street East side of a projected common lateral property line, measured at the roadway edge, be 11.8 metres

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lots 14 and 15, east of Church Street according to Registered Government Plan having 90 feet of frontage on the south side of Dundas Street East and a depth of 130 feet approximately.



**47. 69 Dundas Street East**

Notwithstanding the provisions of Subsections 3.1.5 and 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions are hereby authorized and approved with respect to the driveway serving the property, i.e. Municipal No. 69 Dundas Street East, described below, from Dundas Street East:

- The maximum curb cut measured at the roadway, on the Municipal No. 69 Dundas Street East side of a projected common lateral property line, measured at the roadway edge, be 8.8 metres.
- The driveway serving Municipal No. 69 Dundas Street East be a minimum distance of nil from the property line.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lots 14 and 15, east of Church Street according to Registered Government Plan having 84.75 feet of frontage on the south side of Dundas Street East and a depth of between 100 and 130 feet approximately.

**48. 22 Front Street**

Notwithstanding the provisions of Subsections 3.1.1 and 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the northerly extremity of the northerly driveway to the projected northerly property line of the said property shall be a minimum of nil and the maximum width along the street line of said driveway, described below, shall be 25.0 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lots L and K, comprised of approximately 104 feet of frontage on the west side of Front Street according to J.J. Haslett's Plan.

**49. 26 Front Street**

Notwithstanding the provisions of Subsections 3.1.5 and 3.2.3.2 of By-Law Number 2001-129 and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the northerly extremity of the northerly driveway to the projected

northerly property line of the said property shall be a minimum of nil and the maximum width of the portion of the common driveway of the said property, described below, shall be 7.45 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 2A west of Front Street according to J.J. Haslett's Plan designated as Part 4, Plan 21R-5553.

**50. Boathouse Between 26 and 32 Front Street**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.5 and 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the driveway to the northerly and southerly projected property lines be nil and the maximum width of the portion of the common driveway/curb cut of the said property, described below, shall be 21.03 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 7B comprised of approximately 69 feet of frontage on the west side of Front Street, according to J.J. Haslett's Plan.

**51. 32 Front Street**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.5 and 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the driveway to the southerly projected property line be nil and the maximum width of the portion of the common driveway/curb cut of the said property, described below, shall be 12.64 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Lot 7A west of Front Street, according to J.J. Haslett's Plan.

**52. 17 Pinnacle Street**

Notwithstanding the provisions of Subsection 3.1.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of the driveway of the said property, described below, shall be 32 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 3 East of Pinnacle Street according to Government Plan having frontage of approximately 131 feet on the east side of Pinnacle Street.

**53. 75 St. Paul Street (The Corporation of the City of Belleville)**

Notwithstanding the provisions of Subsection 3.2.1 of this By-Law the distance from the nearest point on the curb opening to the projected street line of the intersecting street, described below, shall be a minimum distance of 7 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Lots 14 and 15 east of George Street according to Registered Plan No. 24 and Part of Lot 36 according to Registered Plan No. 288 designated as Part 1, Plan 21R-7946.

**54. 192 College Street East**

Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance between the two driveways, measured along the road edge, with respect to the property described below, shall be a minimum 4.3 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part Lot 1, Registered Plan No. 3, Part 2, 21R-5528.

**55. 19 Alexander Street**

Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance

between the two driveways, measured along the road edge, with respect to the property described below, shall be a minimum 3 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 6B, Registered Plan 296.

**56. 91 North Park Street**

Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance from the westerly extremity of the Bongard Crescent entrance to the property to the projected street line of the intersecting street, i.e. North Park Street, shall be a minimum of 6 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 20, east of North Park Street, according to Registered Plan No. 798.

**57. 302 Charles Street**

Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the distance between the existing driveway at Municipal No. 302 Charles Street and the proposed new driveway at this address be a minimum of 6 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lots 22 and 25, according to Registered Plan No. 126, designated as Part 1, Plan 21R-4213.

**58. 37 Prince of Wales Drive (Prince of Wales School)**

Notwithstanding the provisions of Subsection 3.1.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, a new driveway be permitted at Municipal No. 37 Prince of Wales Drive (Prince of Wales School) and the width of said proposed new driveway be a maximum 33.5 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 5, Concession 2, known municipally as Prince of Wales Public School.

**59. 380 Sidney Street**

Notwithstanding the provisions of Subsections 3.1.1 and 3.1.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the two driveways be permitted a curb opening width of 15.0 metres each and a width of 10.0 metres at the street line with respect to the property described below.

Lot 7, Registrar's Compiled Plan No. 2072, save and except therefrom Part 2, Plan 21R-2355.

- 60.** Notwithstanding the provisions of Subsection 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the five driveway curb openings at the roadway be permitted an opening of 24.384 metres with respect to the property described below.

ALL AND SINGULAR that parcel or tract of land described as being Lots 3, 4 and 5, Land Registrar's Compiled Plan 1824, and Lots 1, 2, 3, 4, 5, Registered Plan No. 174, City of Belleville.

**61. 156 Ann Street – Education Centre (William Street Entrance)**

Notwithstanding the provisions of Subsection 3.1.3 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of the driveway at the William Street roadway edge, with respect to the property described below, shall be 19.5 metres.

Lots 1 and 2, Part Lot 3, east of William Street, Lots 1 and 2, Part Lot 3, west of Ann Street and Lots 2 and 3, Part Lot 4, north of Dundas Street East, According to Registered Plan No. 1; City of Belleville, County of Hastings

**62. 78 Tracey Park Drive**

Notwithstanding the provisions of Subsections 3.2.1 and 3.2.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the "Location of the Driveway" (distance from the nearest point on the curb opening or curb cut) to the projected street line of intersecting street be a minimum 1.8 metres and the distance from the nearest point on the curb opening or curb cut to the point of tangency of curb be zero (0) metres with respect to the property described below.

Lot 85, Plan 21M-80, City of Belleville, County of Hastings

**63. 35 Emily Street**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2 and 3.2.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- Maximum width of driveway – 34.3 metres
- Maximum dimension along street line – 34.3 metres
- The distance from the nearest point on the curb opening or curb cut to projected street line of intersecting street – minimum 5.0 metres

Lots 30 and 31, Registered Plan No. 15, in the City of Belleville.

**64. 298 North Front Street**

Notwithstanding the provisions of Subsection 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- The distance from the nearest point on the curb opening or curb cut to projected lateral property line not at an intersection measured at the roadway edge, minimum 0.91 metres.

Lot 13, Registered Plan No. 1679, in the City of Belleville.

**65. 265 Moira Street West**

Notwithstanding the provisions of Subsection 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- The driveway opening be 18 metres wide.

**Firstly:**

Lot 10 Registrar's Compiled Plan 1816 SAVE AND EXCEPT Parts 4 and 5, Plan HSR-250 City of Belleville, County of Hastings.

**Secondly:**

Lot 9, Registrar's Compiled Plan 1816 SAVE AND EXCEPT Part 6, Plan HSR-250 City of Belleville, County of Hastings.

**Thirdly:**

Part of Lot 4, Part of Lot 3 and Part of Lot "A" (known as Elgin Street) Registered Plan No. 6, and Part of the Road Allowance between Lot 38 in the First and Second Concessions of Township of Sidney, closed by By-Law No. 12066, Registered April 7, 1987, as Instrument No. 373872, and closed by By-Law No. 11274, Registered on March 31, 1983, as Instrument No. 314193, and Part of Lots 8 and 10, Registrar's Compiled Plan No. 1816 Designated as Parts 3, 4, 5, 6 and 7, Plan 21R-9832 and Designated as Part 1, HSR 334.

SUBJECT to an easement in favour of The Corporation of the City of Belleville over Part 1, Plan HSR 334 and over said Parts 5, 6 and 7, Plan 21R-9832;

AND SUBJECT to an easement in favour of Belleville Utilities over said Parts 3, 4, 5, 6 and 7, Plan 21R-9832, as set out in Instrument No. 381814.

**66. 191 Bleecker Avenue**

Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- The distance between two driveways be 6.5 metres as measured at the road edge.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 27, east of Bleecker Avenue and south of Bridge Street East, according to Registered Plan Number 166 and known as Municipal Number 191 on Bleecker Avenue.

**67. 220 Dundas Street East**

Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- The distance between two driveways be 3.5 metres as measured along the road edge.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 33W, west of Bleecker Avenue, north of Dundas Street East, according to Registered Plan Number 296 and known as Municipal Number 220 Dundas Street East.

**68. 17 Alexander Street**

Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- The distance between two driveways be 4.0 metres as measured at the road edge

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, being composed of Part of Lot 6, according to Registered Plan Number 126 and known as Municipal Number 17 Alexander Street.

**69. 291 Victoria Avenue**

Notwithstanding the provisions of Subsection 3.1.3 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:



- The width of curb cut measured at the roadway, including transition section, 11.5 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, and known as Municipal Number 291 Victoria Avenue.

**70. 302 Victoria Avenue**

Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- The distance between two driveways be 1.35 metres as measured along the road edge.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings and known as Municipal Number 302 Victoria Avenue.

**71. 58 Bertram Boulevard**

71. 1. Notwithstanding the provisions of Subsection 3.1.3 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- The width of curb cut measured at the roadway, including transition section, 12.2 metres.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings and known as Municipal Number 58 Bertram Boulevard.

71. 2. Notwithstanding the provisions of Subsection 3.2.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- There be a distance of 3.6 metres from the nearest point on the curb cut to the projected street line of the intersecting street.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings and known as Municipal Number 58 Bertram Boulevard.

- 71.** 3. Notwithstanding the provisions of Subsection 3.2.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- There be a distance of one (1) metre from the nearest point on the curb cut to the point of tangency of the curb.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings and known as Municipal Number 58 Bertram Boulevard.

**72. 346 Victoria Avenue**

Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same distance between the two permitted driveways relevant to the property described below:

- There be a distance of 4.5 metres as measured along the road edge.

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Belleville, in the County of Hastings, and known as Municipal Number 346 Victoria Avenue.

**73. 379 North Front Street**

Notwithstanding the provisions of Subsection 3.1.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- Maximum dimension along street line of driveways on North Front Street: 10.07 metres and 9.24 metres.
- Maximum dimension along street line of driveway on Bell Boulevard: 10.69 metres.

Part of Part Lot 13, west of North Park Street, Government Plan (Thurlow), City of Belleville, County of Hastings, designated as Part 1, Plan 21R-12069.

**74. 56 Moira Street East**

Notwithstanding the provisions of Subsection 3.1.5 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- Curb cut to extend to approximately 7.0 metres west of the projected common lateral property line of 56 Moira Street East and 2 South Park Street.

Plan 155, Part Lot 16, City of Belleville, County of Hastings.

**75. 405 Bridge Street East**

Notwithstanding the provisions of Subsection 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- To allow the maximum width of the curb opening at the roadway for 405 Bridge Street East to be 29.0 metres.

Part of Lot 6, Plan 65, City of Belleville, County of Hastings.

**76. 417-421 Bridge Street East**

Notwithstanding the provisions of Subsection 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- The maximum width of the curb opening at the roadway for 417-421 Bridge Street East to be 25.0 metres.

Part of Lot 6, Plan 65, City of Belleville, County of Hastings.

**77. 1 South Park Street**

Notwithstanding the provisions of Subsections 3.1.3, 3.1.5, 3.2.1 and 3.2.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the curb opening measured at the roadway including transition section, of approximately 19 metres.
- The total length curb cut of approximately 24 metres extending approximately 19 metres west of the common projected lateral property line of 1 South Park Street and 66 Moira Street East.
- The distance from the nearest point on the curb cut to the projected street line of approximately 6 metres.
- The distance from the nearest point on the curb cut to the point of tangency of the radius to be nil.

Part of Lot P, Plan 12, City of Belleville, County of Hastings, being designated as Part 1, Reference Plan No. 21R-7447.

**78. 110 North Front Street**

**78. 1. East Driveway off of College Street West.** Notwithstanding the provisions of Subsections 3.1.1, 3.1.2 and 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the driveway to be 11.2 metres.
- The maximum width of the driveway along the street line to be 14.229 metres.

- The maximum width of the curb opening with curb returns to be 29.207 metres.

Plan of Survey of Part of Block 2 (West of North Front Street), Registered Plan 25, City of Belleville, County of Hastings.

78. 2. North Driveway off of North Front Street. Notwithstanding the provisions of Subsections 3.1.1, 3.1.2 and 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the driveway to be 12.1 metres.
- The maximum width of the driveway along the street line to be 13.169 metres.
- The maximum width of the curb opening with curb returns to be 28.561 metres.

Plan of Survey of Part of Block 2 (West of North Front Street), Registered Plan 25, City of Belleville, County of Hastings.

78. 3. One Way Driveway off of King George Square. Notwithstanding the provisions of Subsections 3.1.1, 3.1.2 and 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the driveway to be 7.5 metres.
- The maximum width of the driveway along the street line to be 7.8339 metres.
- The maximum width of the curb opening with curb returns to be 14.072 metres.

Plan of Survey of Part of Block 2 (West of North Front Street), Registered Plan 25, City of Belleville, County of Hastings.

**79. 95 Hanna Court South**

Notwithstanding the provisions of Subsections 3.1.1 and 3.1.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the south driveway to be 11.0 metres.
- The maximum width of the south driveway along the street line to be 16.0 metres.

Part of Lot 12, Registered Plan No. 2186; City of Belleville, County of Hastings, being designated as Part 1, Plan 21R-9718.

**80. 336 North Front Street**

Notwithstanding the provisions of Subsections 3.1.5, 3.2.3.2 and 3.4.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the curb cut for the abutting or common driveway at the north abutting lateral property line to be 13.2 metres.
- The maximum width of the curb cut on the south side of the north projected common lateral property line to be 10.1 metres.
- The distance from the nearest point on the curb cut to the projected lateral property line for the south driveway to be nil.
- The distance between the curb cut for the center driveway and the curb cut for the north driveway to be 7.2 metres.

Lot 5, Registrar's Compiled Plan 1680, designated as Parts 1, 2, 3 and 4, Plan 21R-3655, subject to a right-of-way over, along and upon Part 1, Plan 21R-3655 and together with a right-of-way in common with others entitled thereto over Part of Lot 15, Registrar's Compiled Plan 1680, designated as Part 5, Plan 21R-3655, City of Belleville, County of Hastings. As in Instrument No. 249308.

**81. 417 Bridge Street East**

Notwithstanding the provisions of Subsection 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- The maximum width of the curb opening at the roadway for 417 Bridge Street East to be 26.7 metres.

Part of Lot 6, Plan 65, City of Belleville, County of Hastings.

**82. 345 Bell Boulevard (Hanna Court South Access)**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2, 3.1.4 and 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the driveway measured perpendicular to the center line of the driveway to be 12.8 metres.
- The maximum width of the driveway along the street line to be 13 metres.
- The maximum width at the roadway to be 18.0 metres.
- The distance from the nearest point at the roadway to the projected lateral property line to be nil.

Part of Lot 37, Concession 2, Township of Sidney, now in the City of Belleville, County of Hastings, Designated as Part 1, Plan No. 21R-1714.

**83. 300 Sidney Street (Our Lady of Fatima School)**

Notwithstanding the provisions of Subsections 3.1.3 and 3.3 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the southerly curb opening to be 12.0 metres.

- The southerly driveway to meet the roadway at an angle of less than 60 degrees.

Lot 12, Plan 1819, City of Belleville, County of Hastings.

**84. South Side of Bell Boulevard between Lemoine Street and Sidney Street**

Notwithstanding the provisions of Subsections 3.1.4 and 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the two (2) requested curb openings on Bell Boulevard to be 22.3 metres.
- The distance from the nearest point on the curb cut for the east entrance to the projected lateral property line, as measured at the roadway edge, to be nil.

Part of Lots 17, 18 and 19, Registered Plan No. 22, City of Belleville, County of Hastings.

**85. 200 Bell Boulevard**

Notwithstanding the provisions of Subsections 3.1.4 and 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the curb opening for the west entrance to be 31.6 metres.
- The maximum width of the curb opening for the east entrance to be 28.0 metres.
- The distance from the nearest point on the curb opening for the east entrance to the projected lateral property line, as measured at the roadway edge, to be nil.

Part of Lots 34, 35 and 36, and Part of Mary Street, Registered Plan No. 22, City of Belleville, County of Hastings.



**86. North Side of Bell Boulevard, West of Lemoine Street (Hawley/Ming Partnership II)**

Notwithstanding the provisions of Subsections 3.1.4 and 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the curb opening to be 31.5 metres.
- The distance from the nearest point on the curb opening to the projected lateral property line, as measured at the roadway edge, to be nil.

Part of Lots 19 and 20, Registered Plan No. 22, designated as Parts 2 and 4 on Reference Plan 21R-17161, City of Belleville, County of Hastings.

**87. South Side of Bell Boulevard between Lemoine Street and the Canadian Tire Property (835309 Ontario Inc.)**

Notwithstanding the provisions of Subsections 3.1.4 and 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the curb opening for the west entrance to be 22.3 metres.
- The distance from the nearest point on the curb opening for the west entrance to the projected lateral property line, as measured at the roadway edge, to be nil.
- The maximum width of the curb opening for the east entrance to be 22.3 metres.
- The distance from the nearest point on the curb opening for the east entrance to the projected lateral property line, as measured at the roadway edge, to be 0.48 metres.

**Firstly:**

Parcel 36-1, in the Register for Section 22 (Belleville), being Part of Lots 36 and 37, Registered Plan No. 22, designated as Part 1, Reference Plan 21R-14852;

SAVE AND EXCEPT the following: (a) Part of Lot 36, designated as Part 2, Reference Plan 21R-17325; (b) Parts of Lots 36 and 37, designated as Part 3, Reference Plan 21R-17325 and Part 1, Reference Plan 21R-16256; and (c) Part of Lot 37, designated as Part 1, Reference Plan 21R-16261;

TOGETHER WITH a right-of-way over Part of Lots 37 and 38, Registered Plan No. 22, designated as Part 2 on Plan 21R-14828 as in Instrument No. 192631;

**Secondly:**

Parcel 36-3, in the Register for Section 22 (Belleville), being Part of Lot 37, Registered Plan No. 22, designated as Part 1, Reference Plan 21R-16261;

SAVE AND EXCEPT Part of Parcel 36-3, in the Register for Section 22 (Belleville), being Part of Lot 37, designated as Part 4, Reference Plan 21R-17325;

TOGETHER WITH a right-of-way over Part of Lots 37 and 38, Registered Plan No. 22, designated as Part 2 on Plan 21R-14828 as in Instrument No. 192631.

All in the City of Belleville, County of Hastings.

**88. 222 Bell Boulevard - North Side of Bell Boulevard Immediately East of Sidney Street (Reid's Dairy)**

Notwithstanding the provisions of Subsections 3.1.4 and 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum width of the curb opening for the east entrance to be 21.4 metres.
- The distance from the nearest point on the curb opening for the east entrance to the projected lateral property line, as measured at the roadway edge, to be nil.
- The maximum width of the curb opening for the west entrance to be 21.2 metres.

Part Lot 20, Plan 22, City of Belleville, County of Hastings, Designated as Part 1, Deposited Plan 21R-7413.

**89. 222 Bell Boulevard - North Side of Bell Boulevard Immediately East of Sidney Street (Reid's Dairy)**

Notwithstanding the provisions of Subsection 3.1.3 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property described below:

- The maximum width of the curb opening for the entrance on Sidney Street to be 28.0 metres.

Part Lot 20, Plan 22, City of Belleville, County of Hastings, Designated as Part 1, Deposited Plan 21R-7413.

**90. 165 Pinnacle Street (Transit Terminal)**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2, 3.1.4, 3.2.3.2 and 3.4.3 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

North Driveway on Pinnacle Street

- The maximum width of this one-way entrance to be 9.0 metres.
- The maximum dimension along the street line to be 10.84 metres.
- The maximum width of curb opening at the roadway to be 18.94 metres.
- The distance from the nearest point on the curb line to the projected (north) lateral property line as measured at the roadway edge to be nil.

South Driveway on Pinnacle Street

- The maximum width of this one-way exit to be 9.0 metres.
- The maximum dimension along the street line to be 11.31 metres.
- The maximum width of curb opening at the roadway to be 19.48 metres.
- The distance from the nearest point on the curb line to the projected (south) lateral property line as measured at the roadway edge to be nil.

North Driveway on Church Street

- The maximum width of this one-way exit to be 7.5 metres.
- The maximum dimension along the street line to be 7.94 metres.
- The maximum width of curb opening at the roadway to be 20.0 metres.
- The distance from the nearest point on the curb line to the projected (north) lateral property line as measured at the roadway edge to be 0.8 metres.

South Driveway on Church Street

- The maximum width of this one-way entrance to be 7.5 metres.
- The maximum dimension along the street line to be 7.94 metres.
- The maximum width of curb opening at the roadway to be 18.0 metres.
- The distance from the nearest point on the curb line to the projected (south) lateral property line as measured at the roadway edge to be nil.
- The distance between the nearest points on the adjacent Church Street curb openings to be 0.5 metres.

Part of Lots 19 and 20, east of Pinnacle Street, Government Plan and Lots 3, 4 and Part of the Lane, Registered Plan 235.

**91. 400 Dundas Street East**

Notwithstanding the provisions of Subsections 3.1.2, 3.1.4 and 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

Driveway on Herchimer Avenue

- The maximum dimension along the street line to be 11.8 metres.
- The maximum width of curb opening to be 26.8 metres.

- The distance from the nearest point on the curb opening to the projected lateral property line as measured at the roadway edge to be nil.

East Driveway on Dundas Street East

- The maximum width at the roadway edge to be 26.0 metres.

West Driveway on Dundas Street East

- The maximum dimension along the street line to be 11.5 metres.
- The maximum width at the roadway edge to be 33.2 metres.
- The distance from the nearest point at the roadway edge to the projected lateral property line as measured at the roadway edge to be nil.

Part of Lots 18 and 19, Registered Plan No. 22, City of Belleville, County of Hastings, more particularly described as Parts 1, 2, 3, 4, 5, 6, 8, 9 and 10, Plan 21R-18099.

**92. 135 Adam Street (St. Theresa Secondary School)**

Notwithstanding the provisions of Subsections 3.1.2 and 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

Driveway on Adam Street

- The maximum dimension along the street line to be 10.0 metres.
- The maximum width at the edge of pavement to be 22.0 metres.

Driveway on Centre Street

- The maximum width at the edge of pavement to be 25.3 metres.

Part Lot 6, Registered Plan No. 3. Lots 1, 2, 3 and 44 and Block 24, Registered Plan M73, City of Belleville, County of Hastings.

**93. 28 Wallbridge Crescent**

Notwithstanding the provisions of Subsection 3.1.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property located at Municipal Number 28 Wallbridge Crescent:

- The maximum width of the northerly driveway, as measured perpendicular to the centre line of the driveway, to be 11.6 metres.

**94. 390 North Front Street (Quinte Mall)**

Notwithstanding the provisions of Subsection 3.1.6 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to Quinte Mall – 390 North Front Street:

Driveway on North Front Street

- The maximum dimension along the street line to be 9.0 metres.
- The maximum width at the edge of pavement to be 15.0 metres.

**95. 210 Dundas Street East**

Notwithstanding the provisions of Subsection 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property at 210 Dundas Street East:

Driveway on Dundas Street East

- The nearest point on the curb cut to extend beyond the projection of the east property line by 1.2 metres.

**96. 160 Dundas Street West**

96. 1. Notwithstanding the provisions of Subsection 3.1.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property located at Municipal Number 160 Dundas Street West:
- The maximum dimension of the driveway as measured at the street line to be 12.0 metres.
96. 2. Notwithstanding the provisions of Subsection 3.1.3 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property located at Municipal Number 160 Dundas Street West:
- The maximum width of the curb cut measured at the roadway to be 12.0 metres.

**97. 396 North Front Street (Shell Gas Station)**

Notwithstanding the provisions of Subsection 3.1.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property located at Municipal Number 396 North Front Street:

- The maximum dimension of the driveways as measured at the street line to be 11.0 metres.

**98. 31 Station Street**

98. 1. Notwithstanding the provisions of Subsection 3.1.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property at Municipal Number 31 Station Street:
- The maximum dimension of the driveway as measured at the street line to be 30.0 metres.
98. 2. Notwithstanding the provisions of Subsection 3.1.3 of By-Law Number 2001-129, and provided that the use of the parcel of land

existing at the time of the passage of this By-Law remains the same, the following exception be permitted with respect to the property at Municipal Number 31 Station Street:

- The maximum width of the curb cut as measured at the street line to be 30.0 metres.

**99. 93 Station Street (Stevens Motors)**

Notwithstanding the provisions of Subsections 3.1.2, 3.1.3 and 3.2.3.2 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property located at Municipal Number 93 Station Street.

- The maximum dimension of the driveway as measured at the street line to be 15.0 metres.
- The maximum width of the curb cut measured at the roadway to be 15.0 metres.
- The distance from the nearest point on the curb opening to the projected lateral property line as measured at the roadway edge to be nil.

**100. 514 Sidney Street (Parkdale Baptist Church)**

Notwithstanding the provisions of Subsections 3.1.1, 3.1.2 and 3.1.3 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the following exceptions be permitted with respect to the property described below:

- The maximum dimension of the driveways as measured at the street line to be 12.8 metres.
- The maximum width of the curb cut measured at the roadway to be 14.5 metres.



**101. 355 Dundas Street West (Proposed Whitney Townhomes)**

Notwithstanding the provisions of Subsection 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of curb opening at the roadway where curb returns are used shall be 18.5 metres with respect to the property located at Municipal Number 355 Dundas Street West.

Part of Lots 36 and 37, Broken Front Concession, Township of Sidney, now in the City of Belleville, County of Hastings, Plan 21R-18662.

**102. 2173 Old Highway No. 2 (West City Honda)**

Notwithstanding the provisions of Subsection 3.1.4 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the maximum width of curb opening at the roadway where curb returns are used shall be 18.5 metres with respect to the property described below:

Part of Lot 31, Broken Front Concession, formerly Township of Sidney, now City of Belleville, County of Hastings, being Parts 1 and 3, 21R-3301.

**103. 196 Palmer Road (Quinte Ballet School)**

Notwithstanding the provisions of Subsection 3.4.1 of By-Law Number 2001-129, and provided that the use of the parcel of land existing at the time of the passage of this By-Law remains the same, the minimum separation of 4.0 metres at the edge of the road be allowed with respect to the property described below:

Part of Lots 36 and 37, Concession 1, formerly Township of Sidney, now City of Belleville, County of Hastings.

**104. 420 College Street East (Nordenia Canada Limited)**

Notwithstanding the provisions of Subsection 3.1.4 of By-Law Number 2001-129, and providing that the use of the parcel of land existing at the time of passage of this By-Law remains the same, the following exception be permitted with respect to the property located at Municipal Number 420 College Street East.

- The maximum width at the edge of the roadway for industrial properties to be 20.0 metres.

**105. 320 Sidney Street (Hitchon's Physiotherapy)**

Notwithstanding the provisions of Subsection 3.2.3.2 of By-Law Number 2001-129, and providing that the use of the parcel of land existing at the time of passage of this By-Law remains the same, the following exception be permitted with respect to the property located at Municipal Number 320 Sidney Street.

- The minimum distance from the end of the curb cut to the projected lateral lot line at the edge of the roadway to be 0.0 metres.

**SCHEDULE "B"**  
**TO BY-LAW NUMBER 2001-129**  
**DESIGNATED STREETS FOR ACCESS CONTROL**  
**AND ENTRANCE GUIDELINES**

**DESIGNATED STREETS FOR SECTION 15**

Old Highway 2 – Pointe Anne Road easterly to City Limits

Wallbridge Loyalist Road – Old Highway 2 northerly to Moira Street West

Moira Street West – Wallbridge Loyalist Road easterly to Palmer Road

Airport Parkway – College Street East easterly to City Limits

Blessington Road – Highway 37 easterly to City Limits

Sidney Street – Bell Boulevard northerly to Vermilyea Road

Vermilyea Road – Highway 62 westerly to Sidney Street

Mudcat Road – Ashley Street easterly to Highway 37